

Recommended Statutory or Regulatory Improvements RSMo 21.795.2(7)

To meet the increasing demands for continued transportation improvements, MoDOT has examined and put in place efficiencies of operation, construction and preservation to improve Missouri's transportation system. Currently, MoDOT is exploring ways to further accelerate the delivery of needed road and bridge projects. We have preliminarily identified three ways to achieve this goal:

- ◆ Design/Build – This is an alternative procedure to the current design/bid/build process of highway/bridge building. Design/Build would allow the Missouri Department of Transportation (MoDOT) to procure all materials and services necessary for the design, construction, reconstruction, or improvement of a highway or bridge in a single contract. Under today's practice, a contract for design might be awarded in one year; two years later, we may award a grading contract; the fourth year may bring the paving contract. Processing and other staff duties are required in each phase of this multi-year contracting process. The design/build process would allow one project phase to lead more immediately to the next through the award of a single contract for all phases of the project. This concept also would allow construction to begin on one part of a project while other sections are still being designed. MoDOT believes design/build will speed up highway projects.
- ◆ Toll Facilities – Changes in state legislation would give the Missouri Highway and Transportation Commission (MHTC) authority to build, maintain and operate toll highways and bridges in Missouri. MoDOT believes the capability to collect tolls on these facilities and make them a part of our state system would allow them to speed up projects, providing safety benefits quicker and avoiding future inflation; allow those who directly benefit from the improvement to pay for it; allow construction to progress more rapidly because funding, often generated by bond financing, would be fully available at the beginning of the project; and offer a reliable source of revenue to maintain the highway once it's built.

Maintenance to either Section 402 (drunk driving prevention) or Section 152 (hazard elimination) programs. This amount increases to three percent beginning October 1, 2002. These transferability provisions will restrict MoDOT's ability on how to spend a substantial portion of federal monies.

There are additional issues that would promote a safer transportation system. MoDOT believes there should be no crossing of medians except at approved, signed locations. Also, current state law does not allow enforcement of MoDOT's weight and speed limit postings on bridges. These issues would enhance the safety of the road and bridge system.

Another tool we would like to have to make contract administration more efficient and reduce construction costs is combination construction bids. This may reduce the number of environmental reviews that are needed for multiple contracts.